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SIXTEEN PAGES

The Sunday Journal has double the circu-

lation of any Sunday paper in Indiana.

Price five cents.

Is the combine which is running Mayor

Sullivan refusing inspection of the books

while they are being doctored to cover

a breach of the charter?

TEN minutes' inspection of the Journal's

advertising columns this morning

will satisfy the reader that the business

situation and outlook in this city have

never been more gratifying.

BECAUSE the census experts have found

the mortgages on Kansas farms to be

\$167,145,039 it will not do to assume that

the calamity-shriekers will cease to de-

clare that they are three times as much.

WHEN the Sullivan regime demon-

strates that \$4,074.34 can be paid out of

\$3,384.97, and leave a reserve in the

pocket-book, it will have discovered the

panacea for the larger part of human

suffering.

THE sudden stopping of the attempt

to "bear" gas properties by the mouth-

piece of the conspiracy has not yet

caused people to forget about it or to

conjecture who are in it and what they

are in it for.

WHISKY and a concealed weapon have

brought M. B. Curtis to the foot of the

gallows, though he may get off with

life imprisonment. In the eye of the

law, drunkenness is no palliation of

crime. The man who drinks whisky

should never carry a pistol, and he

who carries a pistol should never drink

whisky. A safer rule is never to do

either.

THE question people are asking to-

day is: "Is there a conspiracy on the part

of the Democratic managers to furnish

an insufficient number of ballots in large

Republican precincts, as the action of

the Democratic Council would indicate?"

Have Coy, Hicklin and Thomas L. Sullivan

improved upon existing disfranchisement

schemes in Mississippi and

South Carolina?

THE year before France and Germany

shut out American pork 113,000 pounds

were shipped from this country, which

was 13.22 per cent of the whole export.

Last year only 3,700,000 were shipped to

both countries, which was only a little

more than one-half of 1 per cent of the

total export. But, thanks to the persist-

ent efforts of the administration and the

effective legislation of the last Congress,

Germany is open to our pork products,

and France soon will be.

THAT is an amusing illustration of

British arrogance and ignorance fur-

nished by a correspondent of the London

Times writing from the continent. He

complains that American travelers

are crowding the English out of all the

nice places on the continent, but finds

satisfaction in the reflection that Amer-

icans can never become popular on ac-

count of their nasal voices. Americans

do not go to Europe to court popularity,

but to have a good time, and as long as

they have plenty of money they gener-

ally succeed in doing so. If they are

crowding Englishmen to the wall, it

only shows that they are beating John

Bull at his own game.

FANNY B. WARD's letter from Chili,

on another page of this issue, will be

found specially interesting as throwing

a different light upon the situation from

that given in the telegraphic reports.

Mrs. Ward, it will be observed, does not

take the popular view of the Chilean

question, but, having been in Santiago

both before and during the war, she has

had ample opportunity to study the affair

from all points. She is of the opinion

that the rebel and now successful fac-

tion has been misrepresented and over-

praised, and that it is not deserving of

sympathy, while the government has not

had its story told at all. It is well to

understand both sides of such a con-

trovery, and time will soon prove which

is the right one.

A CENSUS bulletin gives the number

of children attending the public schools

in 1910 as 12,962,894, and 1,359,707

were in attendance in private and parochial

schools. As the number attending the

public schools is ten to one attending

private schools, there seems no ground

to fear that the open school of the State

will not hold its ground as the educa-

tional power of the country. It also ap-

pears that the parochial school does not

have quite half of the pupils attending

private schools, so that the church

school cannot be regarded as an imme-

diate antagonist to the public school

which need be feared, as some would

have the country believe. Of the chil-

dren attending the public schools, 1,-

827,823 are colored. This is not so high

a ratio as colored population bears to white, but the fact that so large a number of colored children are receiving the benefits of the public schools dis-misses all lingering fear about the future of the colored race.

PUBLIC SCHOOL RATHER THAN UNIVERSITY

EXTENSION.

The public bears a great deal, these days, of university extension and of plans for the wider education of the comparatively few who are so fortunate as to have the means which will enable them to devote years to study. This is well and very desirable if those who have these advantages turn their su-perior culture and attainments to practical use. But there are branches of education which are vastly more im-portant than the subject of university extension, because thousands are in-terested where a score can avail themselves of higher educational privileges. This more important educational develop-ment may be called the public-school extension. Great progress has been made during the past fifty years in pub-lic school instruction, but, when mea-sured by its practical use to the masses who attend these schools, it must be ad-mitted that they fall far short of what practical people have a right to ex-pect of them. The child is taught to read, to write, and something of arithmetic, geography, what is called grammar, and so on. This instruction is a key to other attainments if the pupil becomes a reader. But beyond reading, writing and the funda-mental principles of arithmetic the pub-lic-school education is not of much prac-tical benefit to those who must go to some sort of labor early in life. The man or woman whose intelligence is quickened and broadened by education is as a rule a more expert workman than those who can neither read nor write, but broad, practical instruction seems the right of children who must in later years earn a livelihood, and which should have education which will fit them in some measure for life's voca-tions.

That cannot be the best public education for the masses which sends the pupil into the world without any technical training or any skill in the use of the hand with the brain. The instruction in the public schools should be extended so as to help the pupil to earn his bread in after life. This sub-ject has been attracting much attention, and public-school extension has been begun in some cities. Thus far, however, only the smallest beginning has been made. The difficulty seems to be to have some definite plans and per-sons who will carry them out. It is an innovation, and, consequently, those who are satisfied with the present methods cannot be relied upon to make such radical changes. No feature of education has any part of the impor-tance which attaches to the extension of the public school to include, with other instruction, technical training. It may seem impracticable to those who are wedded to routine, but it is a sub-ject to be discussed, to the end that it may be adopted. Public school exten-sion is vastly more important than uni-versity extension, and those who are thinking about bestowing money to pro-mote the latter should remember that the starting of technical common schools is of vastly more importance.

SOME MODERN HEROES.

"No lives were lost but those of the engineer and fireman." "The engineer was instantly killed, and the fireman lost both legs and will probably die," "the engineer and fireman were unable to jump in time to escape the collision, and were so badly injured that they will be crippled for life." Hardly a day passes that an item like the above is not found in the telegraphic reports. The story is told in two lines, and is so fre-quently repeated that a public, never too sympathetic over the woes of others, becomes callous and passes such chron-icles by with scarcely a thought. It is un-mindful of the fact that these men who drive the engines that carry the traffic of the world rank high among the her-oes of the nineteenth century. In pri-vate life they are not especially notable good neighbors, good citizens, but as-suming no more than the every-day virtues, and attracting no attention to themselves. In their official capacity, with the badges of their calling upon them in the shape of sooty hands and faces and soiled garments, they are not picturesque objects to appeal to the ro-mantic taste which demands that heroes be pleasing to the eye. But it is not the fashion in this practical, commonplace age for its valorous spirits to go about in plumed array and with flourishing sword to challenge the admiration of the populace. Even if the men who de-serve this admiration were aware of their dues it would not be their way to court recognition by so much as a wave of the hand. It is the modern way for those worthy the honor of their fellow-men to go serenely about their business and the faithful performance of their duties. That is what these engineers do. They ask and expect nothing more of the public than is given to others, and yet they risk more. It is the fashion of interested persons to declare that the risk of railroad travel is scarcely more than that encountered by the people who stay at home, and figures are cited to prove that more deaths result from falling out of windows than from railroad accidents. Nevertheless, there are few, even of these statistical people, who, if it were a question of long life, but would prefer to take their chances with the windows. And not an engineer goes out upon a trip but knows that, spite of all his skill and care, he may not return alive. He knows that the broken rail, the turned switch, the weakened trestle, the "wild" train, that has brought destruction to so many of his brethren, may, one of them, be in wait for him that night; and, with the idea of fatality that many such men acquire, he feels sure that some day, sooner or later, the doom will fall. But he goes on with cool nerves and steady brain, bearing his heavy responsibilities as a man should, without complaint and ready for the best or worst. It is the wife or the mother who stays at home who realizes most keenly, perhaps, the

risks that are run, and whose sleep is broken by visions of calamity in which their loved one is a sufferer. Sometimes—almost surely, first or last—the dream comes true, and in the morning the careless public, over the breakfast table, reads of another engineer and fireman who have died at their posts.

And other men take their places, for bravery is not at a premium, and the world and its trains move on. Some day, perhaps, it will come to pass that the fearlessness, the fortitude, the faithfulness of these public servants will not be slurred over or belittled by any one, least of all their employers, but will be recognized and rewarded.

EXPENDITURES OF AMERICANS ABROAD.

Three months ago every European steamer was crowded with American tourists. Now the rush is toward home, and it is so great that extravagant offers for passage are refused because ships have no accommodations. It is estimated that 110,000 Americans went to Europe the past season. This is more than twice as many as went ten years ago, when the number was 51,229. This great increase is not so much due to a reduction of the cost of such excursions as to the desire or ambition of many to go abroad. In other words, it is the "fad." But it is a very costly one for this country, and accounts for the loss of a good deal of gold, and helps ma-terially to keep up the stock of yellow metal in Europe. An exchange which has considered this subject estimates that 110,000 Americans, at the lowest calculation, have spent \$62,000,000 this season in going to Europe, as follows: Steamship fares, \$13,000,000; traveling expenses in Europe, fifty days, at \$7 per day, \$8,500,000; purchases abroad, at \$100 each, \$11,000,000.

During June and July about \$70,000,000 of our gold was sent to Europe from this country, causing considerable un-easiness in conservative financial cir-cles. Many articles were written ex-plaining the causes of the gold export. One class of financial writers told us that it was to pay for American securi-ties which timid holders in Europe were sending back for sale. Another asserted that as securities could no longer be sold to pay obligations abroad, gold must be employed. At first the public was assured that the next week would see the end of the outflow of gold, but week after week it continued, until some timid people were alarmed, and, with the uncertainty about silver legisla-tion, confidence in business was af-fected. It seems that this \$60,000,000 of gold which American tourists ex-pended during the season accounts for a considerable portion of the gold that went out of the country during June and July. Other causes have their effect, but the fact that the export of gold ceased when our visitors in Eu-rope had arrived out and presented their drafts, proves that our temporary emi-gration was responsible for a considera-ble portion of the financial disturbance. The failure of crops in Europe and our unusual abundance will bring back these millions, but, under ordinary cir-cumstances, this country would lose that large amount of money—a sum that would avert a stringency, and even a panic, if available at the crisis.

A question which it will be worth while for many to consider when they return and are forced to practice close economy for months to make good the expenditures of a two months' rush through Europe is whether or not it paid. All will probably say it did, but did it?

THE "fire fiend" continues to be the great destroyer of property in this coun-try, year after year, the total loss in the United States and Canada during August being \$9,055,100. This is \$46,000 more than last August, but \$2,098,750 less than August, 1899, when the so-called "fiend" was particularly active. The most de-structive fire of the month was the con-flagration in Jacksonville, Fla., the loss being \$845,000. In this case the under-writers had established a lower rate of insurance just previous to the fire, upon the assurance of an improvement of the facilities for putting out fires, which were not adopted. Chicago had a \$635,000 fire, and Dallas, Tex., one which burned \$400,000 worth of property into smoke and ashes. Still, knowing that three-fourths of the fires are due to carelessness, no general effort appears to be made to cure the most inexcusable of shortcomings.

AFTER full consideration, the trade union congress, which has just been sitting in Newcastle, England, decided in favor of eight hours as the limit of a day's work, provided that it should be optional with any trade or class of workers to have longer hours if they so desired. This is a reasonable conclu-sion. Physiologists investigations prove beyond a doubt that some occupations and kinds of workers can stand longer hours than others. It is also a well-established fact that some individuals can stand more work than others and thrive upon it. There are so many physical as well as economic condi-tions which ought to be taken into ac-count in determining the question that it would seem unwise to establish an inflexible rule. Undoubtedly it is bet-ter to leave some room for the operation of exceptional causes and individual responsibility.

THE Scientific American recently re-printed the following newspaper from its issue of Dec. 9, 1898:

"New Electrical Light.—The inventors of a new electrical light exhibited at the Western Literary Association, Leicester, on its recent reopening, and the new appliances, expect, it is said, to apply it generally to shop and street illumination, and they state that while the conveying will cost no more than gas, the expense of illumina-tion will be one-twentieth the price of the latter light."

In another paragraph Messrs. Staitie and Poterie are mentioned as the English in-ventors of the new light.

Now comes a citizen of Davenport, Ia., and says that the real inventor of the elec-trical light was Mr. J. Milton Sanders, of Newport, Ky. It is claimed that Mr. San-ders invented the light in 1844, and that it ex-cited much curiosity and commendation. A year or two later Sanders went to England to try and introduce his light there, but, not meeting with success and becoming dis-couraged, he sold his invention to the above-named Staitie, who afterwards

claimed to be the inventor. In corrobora-tion of this statement it is asserted that Sanders published a card in the Centro, Ill., Delta in April, 1849, in which he said: "The light is my own invention. I invented it in Newport, Ky., in the fall of 1844. This Mr. Staitie, who is now exhibiting the light and lecturing about it, is the very man to whom the light was sold." If this is true it seems to be a case in which the early inventors were on the right track but did not succeed in utilizing their discovery. It, however, makes an interesting chapter in the history of electrical development.

A FEW days ago the Mayor of Newcastle, Pa., attacked on the street the editor of a Sunday paper of that place and gave him a severe beating. The offense was the publi-cation of certain articles reflecting on the pastor of the church of which the Mayor was a leading member and officer. Im-mediately following the street fight the Mayor published the following card to the public:

"Realizing the disgrace brought upon myself and the city by my participation in the assault upon J. E. Leslie on Monday, I have in this public manner to confess that I committed a sin of violence, and I am deeply grieved that I have done so. I have earnestly asked God's forgive-ness, and I have publicly and humbly asked the forgiveness of the community. I have authorized the chief of police to see that I pay and satisfy the claims of the person whom I have injured, and I fully expect and readily con-sent that Mr. Leslie's right to proceed against me under a writ of habeas corpus should be granted, hereby asking his forgiveness, notwithstanding the repeated and, in my judgment, uncalled-for attacks upon me in the press, and on the spur of the moment, I make and give this card."

As a confession of wrong-doing, that seems to cover the ground. By the way, what is the difference, morally, between a Mayor, who violates the law himself, and one who permits his appointees and subordi-nates to violate it?

EUGENE FIELD takes a stand in favor of pet diminutives in girls' names. He says: "We believe in and we stand for every-thing that shall show to the world that our girls, our sweethearts, our wives and our mothers are our pets and are petted." Mr. Field's sentimentality gets the better of his good sense. No one has ever offered any objection to names of girls which are as long as the custom is observed only by the members of a family or by lovers when ad-dressing each other. If a father chooses to call his daughter "Mamie," or "Florence," or "Kittie," when speaking to her, that is his own affair; and if a young woman is will-ing to respond to the "Nellie," or "Fannie," or "Minnie" of her best young man, that is her business. It is when these names ap-pear upon visiting-cards and are attached to names of business correspondence, or, in short, thrust upon the public as the only appellations by which the outside world may know these women, young and old—that the "pet" business seems overdone and out of place. With the private language of affection the public has nothing to do. As well might it be argued that the other affectionate terms known to fond fathers, husbands and lovers, the "darlings," and "dearests," and "own loves," be made public property, just to show the world that "our women are petted." But possibly even Mr. Field might not like that.

THE Savannah, Ga., News tells a curious story of how Patrick O'Keefe came to be owned and king of the island of Nyp, in the Pacific ocean. Twenty years ago he was a sailor in the coastwise trade in Georgian waters. In the heat of an affray he killed a fellow-sailor, and, though acquit-ted, he determined to leave the country. This he did in 1871, sailing as mate on a ves-sel bound for Liverpool. From there he shipped to the East Indies, and thence to Hong Kong. There he invested a little money in the fruit trade between the Pa-cific islands and Hong Kong. He prospered so in this line that in a few years he was able to obtain from the natives sole pos-session of the island of Nyp, where he is now monarch of all he surveys. He carries on an extensive trade, keeps a big bank account in Hong Kong, and is highly re-spected in business circles, where he is known as the "King of Nyp." He has a wife and family in Charleston, to whom he makes regular remittances of money, and who have a standing invitation to join him and share his kingdom.

BALTIMORE papers record the death of an aged lady in Cecil county, Maryland, who left a collection of poems which she had been hoarding for half a century. Beside huge piles of the bedding which had never been used there were stacks of elegant underwear and marvels of needle-work. In one room of her old-fashioned house stood two large dry-goods cases full of silver-ware, which had also been untouched. The third-floor rooms had a great quantity of old French lace. Outside stood a trunk full of handsome and valuable silks, satins and laces. There was a freight car full of trunks, valises, barrels and boxes which were not open when found, but supposed to contain more silverware and similar goods, and a trunk full of jewelry had been de-posited in a bank for safe-keeping. All of which is calculated to make the average young girl of the period wish she had been the old lady's favorite niece.

A CORRESPONDENT of the Critic who signs himself "A Country Rectory," relates this anecdote of the late Mr. Lowell:

"More than thirty years ago a party of Harvard friends came to see me in my study in a house in Cambridge. Mr. Lowell was also a passenger. Somewhere along the way there entered the car a woman, old and poorly dressed. The seats were all taken, but one of the young boys stirred, and he and I rose and made room for the woman taking his seat. One, at least, of those freshmen has never forgotten the rebuke."

But perhaps Mr. Lowell would not have done that when he was a freshman, and perhaps any one of those freshmen would have done the same thing thirty years later.

HON. JOHN W. FOSTER, of Washington, arrived in the city yesterday on his way to Evansville. Though his public and dip-lomatic duties have kept Mr. Foster out of the State for many years past he still regards it as his home and clings affection-ately to the title of Hoosier. For several months past he has been occupied, under the direction of the President, in arrang-ing the details of reciprocity arrangements with Great Britain and Spain, and the capacity he has rendered excellent service to the ad-ministration and the country.

THE lady managers of the world's fair have calmly resolved to select a national flag in preparation for the struggle of the allies. He also was at the ball at Brussels before the battle of Waterloo.

In the reforming of the two parlors of the White House Mrs. Harrison has specially shown her artistic taste. The Blue Room is hung in broadened blue satin. Very pale blue curtains are at the win-dows. Navy-blue velvet is used for cov-ering the furniture, while the woodwork of the room is white, so as to form a good background for setting off the blue of the furniture. The east room is lovely in white and gold. The furniture is covered with plush of a deep tint of gold.

MR. BLACKMORE, the novelist, and author of "Lorna Doone," who is not only a novelist, but a barrister, has adopted market gardening and fruit-growing as the occupation of his leisure hours. He is to be met with several times a week

in his wagon-load of market produce on routes for Covent Garden, where, as an en-thusiastic amateur, he is scarcely dis-tinguishable from the crowd of country professionals. His garden and farms are at Teddington, and he is a well-known character there.

CHIEF ARTHUR had been a locomotive en-gineer for twenty-two years before he was elected executive of the famous brother-hood. He was recently a visitor in Au-gusta, Ga., and a local paper prints this description of him: "The Chief Engineer looks about sixty years old, is about five feet six inches tall and weighs about 150 pounds. His hair is gray and the carefully-trimmed Prince-of-Wales beard which adorns his florid face is almost white. His upper lip is clean-shaven and his thin lips have a habit of coming together after each sentence in a very determined and positive way. Arthur is a well-dressed, well-kept, intelligent and prepossessing man. He is entirely unaffected, and is a man whose manners, bearing and conversation easily account for his popularity with the brotherhood."

MAJOR HANDY, of the world's fair com-mission, has only one sad recollection of his trip abroad. The commission he traveled alone, and at each town where they remained over night their passports were taken up at their hotels when they arrived, and returned to them upon leaving. At Moscow there was a long delay when the hour for departure came, as the passports of the commission were not forthcoming. Strenuous efforts were made by Butterworth and Handy to find the cause of the detention, but these documents, and it was finally learned that some wise person had discovered that Major Handy's first name was "Handy," and had communicated this information to the police. After several hours' delay the Major was enabled to denounce the police as a "Christian," the passports were re-turned, and the commission went on its way rejoicing.

A WOMAN is to drive the last nail in the woman's building at the world's fair. She had better begin practicing now.

Old Winters on the Farm.

"I've kept a 'foxy-broppin' fer to waltz all winter, choppin' fer a old fireplace, like I did! Lawd! them old times was contrary—"

"Blame backbone of winter, 'peared-like, 'Waddie' break—and I was skeered-like clean in to to February!"

"Nobler! ever made me nadder Than fer pay to stop in, layin'!"